



WESTMINSTER TRAFFIC COMMISSION

Minutes of the Regular Meeting

City Council Chambers, 8200 Westminster Blvd.

Tuesday - October 25, 2011 at 6:00 pm

CALL TO ORDER

A regular meeting of the Westminster Traffic Commission was called to order by Chairman A. Nguyen on Tuesday, September 27, 2011 at 6:03 p.m. in the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

SALUTE TO FLAG

Commissioner Carey led the members of the audience in the Salute to the Flag.

ROLL CALL

Commissioners Present: Andrew Nguyen, Diana Carey, Gilbert Cruz, Linh Nguyen and Ken Robbins

Commissioners Absent: None

Staff Present: Adolfo Ozaeta, Associate Civil Engineer; Corporal Mark Lauderback, Police Department and Veronica Johnson, Secretary.

APPROVAL OF MINUTES

The minutes of the Traffic Commission's regular meeting of September 27, 2011 were approved 5-0 by Commissioner Cruz, seconded by Commissioner Carey.

ITEMS TO BE CONSIDERED

The only item to be considered at this evening's meeting was T.C. 82-107, Request for Parking Restrictions on the south side of Iroquois Road, east of Springdale Street, and on the north side of Iroquois Road, west of Springdale Street.

T.C. 82-107 Iroquois Road

Mr. Ozaeta directed attention to Exhibit A, an aerial photograph of the subject location. He identified two homes that may be potentially impacted as a result of the request, 13372 Springdale Street and 13522 Dorfsmith Drive. Mr. Ozaeta explained the initial request for the south side of Iroquois Road from Mr. Pumphrey's was discussed at the Traffic Commission meeting on September 27, 2011. However; the Commission requested the same restrictions be implemented on the north side. Residents needed to be notified of the additional restrictions.

Mr. Ozaeta provided updates on the recent changes to the intersection, which included a traffic signal and protected left turn phasing. Staff's field observations found that traffic travels faster along Springdale Street and the safety of the intersection has improved. The right turn maneuver, onto

Iroquois Road, used to be made after a complete stop. It can now be problematic when turns are made on a green light encountering a narrower roadway.

STAFF'S

RECOMMENDATION Staff's recommendation was to approve the installation of parking restrictions for 20 feet on the south side of Iroquois Road to the east of Springdale Street, and 20 feet on the north side of Iroquois Road to the west of Springdale Street.

Chairman A. Nguyen opened the public hearing.

Fred Madsen, 13311 Sioux Road, spoke in favor of the parking restrictions because it is a very dangerous curve to make a right turn as you cannot see around the parked cars. He suggested increasing the red curb to 50 feet instead of 20 feet. He measured from the base of the light post and would like to see only two cars parked there and the rest of the curb painted red. He believes vehicles are travelling 55 mph rather than 35 mph and would like to see citations handed out.

Trever Adamo, 13372 Springdale Street, spoke in opposition of parking restrictions because he owns four cars and does not have a driveway. He agrees that cars are travelling faster but finds that there is still plenty of clearance. He believes this would impact the parking in the neighborhood.

Laura Peters, 13282 Springdale Street, spoke in opposition to the parking restrictions because she believes the signal only altered Springdale Street, not Iroquois Road. Four homes have lost their on-street parking. Cars have always been able to park here and there was never a problem before. There is no reason for anyone to make a turn at 20 mph, especially if someone is entering the crosswalk. The cars are travelling faster because the light stays green all of the time unless people want to make a left turn or come out of Iroquois Road. The only reason you would turn at a high speed is because of the fear of the car behind you. A lot of parking spaces have been lost and she does not want to lose anymore.

Donna Mulligan, 13312 Springdale Street, spoke in opposition to the parking restrictions. Her daughter resides at the corner of 13352 Springdale Street. She agrees with Ms. Peters and Mr. Madsen's statements. The only parking they have is in the front of their homes and in the alley behind their homes. There is no parking for visitors

and you will be ticketed if you park in the alley. There is only room for one car, not two or three. If you block all of the parking, the residents from 13372 Springdale on down will come up and are coming up their way to find parking. People are driving 65-70 mph down the street and the only time the signal light turns red is when children are pushing the button at the crosswalk to get to school. She has requested for the timing to be changed. Springdale Street is not safer from the signal light; it is now more dangerous due to the excessive speed.

Michael Nguyen, 13332 Springdale Street, spoke in opposition to the parking restrictions and agrees with the other residents. His major concern is that his household has four adults and four cars with only a 2 car garage. He works late at night and cannot find parking since the previous red curb was implemented. He believes that if he decided to sell his home, people would not be interested because of the parking issues. He is not in favor of additional red curb and suggested a dip or speed bump to slow the traffic down.

Laura Peters questioned why the traffic signal was installed and Mr. Ozaeta explained that there are two ways to get on the Traffic Signal Priority List, either from new development or petitions. This request has been placed on the Traffic Signal Priority list by petition over 20 years ago. Staff analyzes the list every few years to make sure they still warrant being on the list. As funding becomes available, traffic signals are constructed. This location was shot to the top of the list due to the number of children crossing the street to go to school.

Commissioner Carey questioned the red curb and Mr. Ozaeta explained that when you implement changes to an intersection, you must comply with American Disabilities Act (ADA) and Orange County Transportation Authority (OCTA) standards. This resulted in two through lanes in both directions and left turn pockets on Springdale Street causing everything to be pushed out.

Mr. Madsen stated that it is very hard to make a right turn when a vehicle is parked close to the corner. He recommended 35 feet of red curb on both sides of the street and for the traffic signal to just flash.

Commissioner Carey asked for staff to elaborate on signal timing and Mr. Ozaeta explained that the north and south signals are the main phases, also on recall, meaning the

light will rest in green. Left turn pockets and side streets are usually red until a vehicle activates it. Push buttons are off until someone pushes the button. As an alternative, you can leave the signals red in the absence of vehicles; however, you will have vehicles stopping for no apparent reason. They will encounter lost time and may react aggressively or unlawfully.

Corporal Lauderback explained that they can monitor traffic by placing a stealth box in a vehicle to secretly record speeds. They could also place a digital speed trailer with a board that flashes the speed you are traveling; however, some people like to play with it and increase their speed to see it displayed knowing they will get away with it. A team of 5-6 police officers can do speed enforcement by handing out citations. At their last enforcement, they cited 29 cars traveling over 15 mph over the speed limit within a two hour period. In the past two days, officers have been enforcing the area and not handed out any citations to speeders. Since the signal light has been in place; they have not found an increase in accidents or speed. He was open to any information from the public and residents to give any particular time for his officers to do enforcement.

Chairman A. Nguyen questioned if people would speed regardless of what is implemented at an intersection and Corporal Lauderback stated that that is correct.

Commissioner Carey explained that she daily drives this route and is still in favor of restrictions due to the speed. She does not believe the light should rest in red because that would only entice people to break the law.

Vice Chairman Robbins was also in favor of the 20 feet of red curb markings on both sides of the street due to the speed.

Commissioner Cruz questioned if motor homes still park at the corner and Corporal Lauderback informed that they have 72 hours before being ticketed.

Commissioner Cruz questioned if they could do anything about the speed limit and Mr. Ozaeta explained the speed study was performed last year and the limit is determined by what 85% of the vehicles are travelling at. Particular measures have to be met in order for the police to effectively monitor these corridors.

Laura Peters believes the speed limit should be lowered to 35mph because of the school in the area.

Mr. Ozaeta informed the audience that the California Manual Uniform Traffic Control Devices (CAMUTCD) is what Traffic Engineers throughout the state follow in signing, speeds, detour routes, etc. Ms. Peter's observations are correct. When a school is fronting a road, schools crossing advisory signs are posted to identify that you are entering a school zone. This school is facing Iroquois and this is the reason why you see the signs on Iroquois and not on Springdale.

Commissioner Carey questioned if there is a school crossing sign on either north or south on Springdale and Mr. Ozaeta explained that they do not sign a school crossing or sign a signalized intersection.

Mr. Ozaeta clarified that a request for a signal can be taken off the Traffic Priority List if they find different traffic patterns, a school closes and if criteria is not met.

Ms. Mulligan would like the timing for the signal at Springdale and Iroquois due to the speeding. This is a residential area and people are travelling 65-75 mph.

Mr. Ozaeta informed that the traffic signal light is green during the main phase and can be set to rest in red; meaning, when there is a long enough delay between cars travelling in the middle of the day, the signal can be triggered to green again when the next platoon of cars arrive. This corridor is classified as a secondary highway, not a residential area.

MOTION

Commissioner L. Nguyen moved to approve parking restrictions on the south side of Iroquois Road east of Springdale Street and on the north side of Iroquois Road west of Springdale Street, seconded by Chairman A. Nguyen.

VOTE

The motion was carried by a 5-0 vote.

NEW BUSINESS

There were no "New Business" items presented to the Commission at tonight's meeting.

OLD BUSINESS

There were no "Old Business" items presented to the Commission at tonight's meeting.

**INFORMATION
& REPORTS**

There were no "Information and Reports" items presented to the Commission at tonight's meeting.

**ORAL
COMMUNICATIONS**

There were no "Oral Communications" items presented to the Commission at tonight's meeting.

**WRITTEN
COMMUNICATIONS**

There were no "Written Communications" items presented to the Commission at tonight's meeting.

**ITEMS
COMMISSIONERS
MAY WISH TO
DISCUSS**

Commissioner Carey informed the Commission that OCTA will present the I-405 freeway expansion to the City Council at tomorrow night's meeting. They will start meeting with the surrounding cities that will be affected by this expansion.

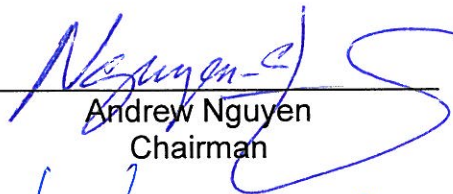
**ITEMS STAFF MAY
WISH TO DISCUSS**

There were no "Items Staff May Wish to Discuss" items presented to the Commission at tonight's meeting.

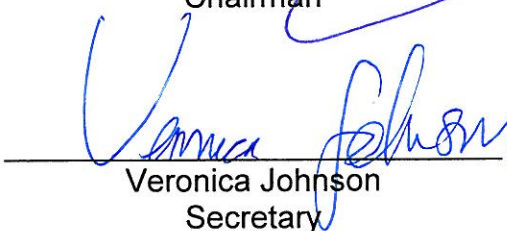
ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:00 p.m.

Respectfully Submitted,



Andrew Nguyen
Chairman



Veronica Johnson
Secretary